

Memorandum

To: Planning Commission

From: Jeff Churchill, AICP, Transportation Strategic Advisor, 425-556-2492
Kimberly Dietz, Senior Planner, 425-556-2415

Date: March 3, 2017

Subject: **Marymoor Subarea Comprehensive Plan and Zoning Code Amendments & Local Center Designation**

PURPOSE

Staff anticipates that at the March 8 study session, the Planning Commission will either complete discussion and direction on the remaining open issue on the Commission's issue matrix and complete a recommendation on the amendment package, or identify the topics and potential amendments the Commission would like to further consider.

PREPARATION FOR MARCH 8, 2017 STUDY SESSION

One discussion issue remains open on the Commission's issue matrix: issue D1, concerning the degree to which the amendment package leverages the investment in light rail and advances the vision for the Marymoor Subarea. The amendment package includes Marymoor Subarea policies and regulations, amendments to the Transportation Master Plan, Water System Plan and General Sewer Plan, and the Local Center designation and related policy amendments.

In light of the Commission's discussion on issue D1, staff reviewed the adopted Southeast Redmond Neighborhood Plan in order to further consider the Commission's comments and questions and provide a framework for the Commission's continued discussion on March 8, 2017. Staff plans to summarize key elements of the adopted plan at the March 8 study session to provide a common reference point, especially since several Commissioners were not on the Commission when the plan was reviewed and adopted in 2014. Staff will also include additional information and options for the Commission's consideration as summarized below.

Policy Direction from 2014 Neighborhood Plan

Four elements of the Southeast Redmond Neighborhood Plan stand out as relevant to the Commission's discussion.

1. Shift in land use capacity. The Southeast Redmond Neighborhood Plan that City Council adopted provided direction for a significant shift in residential and non-

residential zoning capacity. Primarily, housing capacity was to be shifted from the Northeast Subarea to the Marymoor Subarea non-residential capacity was added to the Northeast Subarea, and some non-residential land area was to be reduced in the Marymoor Subarea though overall job capacity was anticipated to remain similar. While the balance of uses shifted, the total amount of planned residential and non-residential land use capacity increased.

2. Relationship of Southeast Redmond to Redmond's urban centers. The Southeast Redmond Neighborhood Plan is clear in narrative and policy: Southeast Redmond is intended as a complement to the urban centers; it is not intended to be an urban center. The adopted plan calls for land use intensities that are lower than in the urban centers and continuing to support more intense manufacturing and industrial uses. At the same time, the plan calls for land uses that support transit and are supported by transit.
3. Planning for light rail. The 2014 plan assumes a light rail station in the Marymoor Subarea. Several policies address planning for land use and transportation infrastructure on the assumption that light rail will be extended to Southeast Redmond and Downtown. Since the adoption of the plan the voters approved ST3 and the target date for opening light rail service in Southeast Redmond is 2024.
4. The role of Resolution 1415, adopted concurrently with the plan. Resolution 1415 takes the policy direction from the Southeast Redmond Neighborhood Plan as the framework within which to develop a land use transition strategy, infrastructure plan, transit-oriented development strategy, and affordable housing strategy. Resolution 1415 (Attachment B) calls for developing a unique regulatory regime that supports the long-term land use vision for the Marymoor Subarea while allowing for the continued economic vitality of the existing and future manufacturing uses and encouraging the reasonable expansion, modification and re-lease of these existing properties over their useful economic life.

Staff used the policy direction summarized above as the planning framework for the land use and infrastructure planning, environmental analysis and development of proposed Marymoor Subarea amendments.

Downtown, Overlake, and Marymoor Subarea Visions

At the March 8 study session staff will summarize excerpts from the vision statements in the Comprehensive Plan for Downtown, Overlake, and the Marymoor Subarea, together with images of existing and planned development for each area. The purpose of this is to illustrate how the different vision statements can manifest themselves in redevelopment.

How Zoning Supports Land Use Transition

Staff is preparing a table comparing the basic zoning elements of Manufacturing Park zone to the proposed Marymoor Design District zones. Staff has also identified three other zoning modifications for the Commission to consider that would support transition within the framework of the neighborhood plan:

1. Encouraging additional street-level activity via pedestrian-oriented uses

2. Removing the height overlay for MDD1
3. Removing the upper-story stepback requirements for MDD2 and MDD5 along Marymoor Park (because those areas are also subject to the height overlay)

Staff will describe these proposals in more detail at the study session.

Other Materials

In preparation for the study session, please review the enclosed, updated issues matrix (Attachment A) and let staff know if any issues are misstated or missing. Commissioners closed the oral portion of the public hearing on January 25 and held the public hearing open for written testimony. Additional written comment since the Commission's last meeting is enclosed (Attachment E).

Also, please review Attachment C, which would add a reference to the Marymoor Design District in the administrative design flexibility (ADF) section of the Zoning Code. Staff realized this week that this reference was not included. The overall purpose of ADF is to allow for consideration of an alternative approach to achieve policy and code intent provided the alternative meets the code criteria, including a superior approach. Such flexibility is allowed in most zones, including some allowance in the Manufacturing Park zone that applies to this area currently.

Last, please review Attachment D, a proposal for including the non-motorized crossing of Redmond Way in the Transportation Master Plan Unfunded Buildout Plan. This is related to issue D2, which the Commission closed on February 15 with direction to staff to work with Commissioner Miller on a way to better define "safe" and "convenient" for that crossing.

NEXT STEPS

Next steps following Commission's completion of a recommendation are Commission action on its report to the City Council and then City Council review and discussion.

ENCLOSURES

- A. Issues Matrix for March 8, 2017
- B. Resolution 1415
- C. Recommended Amendment to RZC 21.76.070.C, Administrative Design Flexibility
- D. Recommended Amendment for Redmond Way Non-Motorized Crossing
- E. Additional public comment
- F. Draft Slides for March 8, 2017

Please contact Jeff Churchill (425-556-2492, jchurchill@redmond.gov), or Kimberly Dietz (425-556-2415, kdietz@redmond.gov) with questions.